

ed, embracing as they will so great an extent of country, and spreading to the northwest and to the south and in a state of activity at all seasons of the year, cannot fail to convey toward the seaboard and to the great commercial ports, a vast amount of travel, for the existing modes of conveyance cannot compete with them in the essentials of speed, of safety and of certainty. We have no statements to show the actual travel coming at present by the Roanoke route, much less can we anticipate the increase that will be consequent upon the opening of the Southern rail roads. It may be proper, however, to say in relation to the existing travel, that it has been ascertained more than a year ago, that 25,000 persons were carried by the line of stages which cross the Chattahoochee at Columbus, and that this number has already greatly increased. Of the number who cross the mountains of Upper Georgia, the Carolinas and Southwestern Virginia, we have no knowledge, but during the suspension of the navigation of the Western rivers, all travellers from North Alabama, Tennessee and Arkansas and of Eastern Kentucky, at least must do so.\* We have only to add that at Norfolk, it has been estimated from the books of the steam packets, that 60,000 persons travel annually by water between Savannah and Charleston and the Northern Cities. The proportion that will reach the Chesapeake Bay when the rail roads are finished cannot of course be anticipated.

Upon arriving on the eastern slope of the mountains of Georgia and the Carolinas, the traveller will have the choice of several routes, viz: the lines of steamboats which ply from Savannah and Charleston to Norfolk, to Baltimore, to Philadelphia and to New York, or the contemplated line of 120 miles connecting Charleston with the Wilmington and Roanoke rail road, or by land he may

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\*In the year 1830, the navigation of the Ohio river, by which so much of the western travel ordinarily reaches the Eastern seaboard, was interrupted one hundred and sixty days, viz: 30 by ice and 130 by low water. In 1831, one hundred and six days, 62 by ice, and 44 by low water, and in the year 1832, it was interrupted one hundred and twenty-one days, or 12 by ice and 109 by low water. Hence may be inferred the fact that western travellers are often compelled to abandon the water courses.